Army and Navy Chronicle,

AND SCIENTIFIC REPOSITORY.

Wm. Q. Force, Editor and Proprietor.—$5 per annum.—Office corner of 10th & D streets.

VOL. III.—No. 7.] WASHINGTON, THURSDAY, FEBRUARY 15, 1844. [WHOLE No. 58

Congressional Documents.

REVENUE MARINE SERVICE.

TREASURY DEPARTMENT, *January* 10, 1844.

SIR: I have the honor to transmit, herewith, a report on the present condition of the revenue marine service, from the officer having charge of that branch of the business of this department. Upon inquiring into the subject, I found that no efficient control could be exercised over the officers and men, either in respect to the performance of their duties, or the regulation of the expenses of the service, for the want of the necessary knowledge and experience. The clerks could not be expected to be seafaring men; or, if such could be found, they would not be acquainted with the peculiar duties of the service. Finding that a captain could be spared from the duty of cruising, one was selected, with the sanction of the President, who had been long in the revenue marine, was well acquainted with all its details, and who possessed all the qualifications of a bureau officer; and he was directed to repair to this city and take charge of the business. He was allowed to select a competent lieutenant to assist him. The result has shown the propriety of the arrangement. That officer and his assistant are fully and constantly employed in supervising the whole revenue marine service; in conducting the voluminous correspondence which is indispensable with the different collectors and the commanders of the revenue-cutters; in examining all estimates of expenditures before they are made, and all accounts preparatory to their being audited; in regulating the cruises of the vessels, and inspecting their journals, and in discharging a great variety of miscellaneous duties connected with the business. Order and system have been established. Economy in expenditures and efficiency in service have been greatly promoted. The officers and men feel that the service has been elevated, and a corresponding zeal in the discharge of their duty has been strikingly exhibited. And, above all, the department now knows what is done and what is neglected; and what expenses are incurred, with the reasons for them; and its supervision is equally intelligent and satisfactory. In connection with these reforms, it is proper to state, that the President has established a rule of promotion similar to that in the navy, by which those who have devoted years of their lives in this branch of public service will reap the just rewards of fidelity and integrity; and no lieutenant is promoted without a previous examination into his professional qualifications. When the arduous and very responsible duties devolved upon these officers are considered, and how essentially the collection of the revenue depends upon their integrity, the effect of these measures in promoting their own self-respect, and the honorable discharge of their duties, cannot be otherwise than most auspicious.

The accompanying report is the first that has been made on the subject. It will be found to contain much valuable information and many useful suggestions—the results of a watchful and intelligent experience. The measures taken under the direction of the President, for the building of iron vessels for the revenue marine, are detailed, with the unanswerable reasons for preferring that material to wood. The considerations which render the occasional employment of steam-power indispensable, are also stated.

I beg leave respectfully to recommend the measures suggested for the further improvement of the service, and for carrying into effect the plan adopted of employing iron vessels, with steam-power for occasional use. It will be seen that further legislation for that purpose will be expedient. It would seem to be a mere act of justice to make the pay of the petty officers commensurate with the increase of the expenses of living since 1799, and proportionate to allowances for similar services in the navy.

Very respectfully, your obedient servant,

J. C. SPENCER,
Secretary of the Treasury.

Hon. J. W. JONES,
Speaker of the House of Representatives.

TREASURY DEPARTMENT,
REVENUE BUREAU, *January* 9, 1844.

SIR: In obedience to your order, I now have the honor to lay before you this statement of the condition of the revenue marine; the probable expenditure of the current year; a comparative statement of the cost of iron steamers and those constructed of timber; the necessity of an additional number of vessels, for the security of the revenue; and the advantages resulting from the employment of iron steamers, in point of economy as well as efficient service.

There are at present employed in the revenue marine fifteen schooners, varying in size from sixty to one hundred and seventy tons. They are stationed at the following points: Eastport, Portland, Boston, Newport, New London, New York, Delaware bay, Baltimore, Norfolk, Charleston, Savannah, Key West, Mobile, New Orleans, and Lake Erie.

Of this number, the Nautilus, at Key West, belongs to the coast survey, and may be called for at any moment. The Duane, at Mobile, and Erie, on Lake Erie, are small, totally unfit for the service, and in such a decayed condition as to render them utterly unworthy of further repair.

Five important stations are at present entirely un

guarded; and it is important that vessels should be provided immediately at New Bedford, Portsmouth, N. H., Lake Ontario, another at the extreme eastern point of the coast, and that portion of the coast of Florida comprised between the Tortugas islands and the harbor of Pensacola. To provide for those stations, as well as to supply the vacancies which may be occasioned by the transfer of the Nautilus, and condemnation of the Erie and Duane, eight new vessels will be required.

In addition to the before-mentioned vessels, properly belonging to the revenue marine, there are three small sail-boats, commanded by junior officers of the service, and stationed at the following points: Castine, Sackett's Harbor, and St. Mary's, Georgia. All the vessels have been kept constantly in motion during the past year, and the cruising stations of each so extended as to establish a chain of communication along the whole seaboard, except the coast of North Carolina, and that portion of Florida comprised between Tampa Bay and Mobile; for which points additional vessels are necessary. The journals have been rendered to the department monthly, and bear testimony to a vigilant and energetic attention to duty.

In the establishment of a bureau having charge of this branch of public service, great reform has been produced in the expenditure as well as discipline of the service, the result of which will be to lessen very materially the expenditure of each vessel, as well as to ensure a faithful discharge of the duties.

Heretofore, the collectors were in a great measure allowed to exercise their own discretion in all purchases, and were the judges of the necessity of all expenditure. Being a duty with which they could not be well acquainted, from the performance of which they derived no compensation, and which, in many cases, interfered with their appropriate functions, it might generally be expected that they would sanction whatever was recommended by the officers commanding vessels; nor could any effectual check be interposed at the department, for the want of professional knowledge: hence the necessity of some officer of the service in the department.

Under the present regulations, all supplies are furnished by contract; and no expenditure of any kind is allowed, unless the necessity of such outlay be first submitted to the officer in charge of the bureau for examination, and his decision meets the approbation of the head of the department.

The small number of vessels now employed renders it necessary that the cruising grounds of some should be very extensive; thereby, during the visits to one extreme of the station, every facility is afforded to illicit trade at the other, notwithstanding the utmost vigilance is observed.

Smuggling upon the lakes is generally carried on by steamboats; and in order effectually to prevent frauds upon the revenue, steamers which can compete with them in speed are absolutely necessary. Upon the Mexican gulf, where the currents are strong, and most of the harbors difficult of access, unless with favorable winds, no effectual protection to the revenue can be afforded by sailing vessels. So upon portions of the northern coast, which, from Georgia to the eastern extreme, is indented by numerous inlets. Those between New York and the Chesapeake bay are navigable for vessels of light draught several hundred miles inside of the outer beach and islands, and afford every security against detection from sailing vessels, inasmuch as, by receiving advice that a revenue vessel is wind bound at any one point, goods may be landed at any other. The uncertainty in the movements of a steamer would deter such attempts.

Steamers are also indispensable in the bays, to go around headlands and penetrate inlets in any state of the wind or tide, and thus discover vessels which may be concealed at such places.

The steamers now in the course of construction are of such models as will insure their performance under canvas alone, equally, if not better than those built of wood; while steam is intended to be used only as an auxiliary motive power in cases of necessity, in chase, or entering and departing from harbors during the prevalence of adverse winds and tide; the expenditure of fuel, and the necessity of its use, to be strictly accounted for by the commanders.

The economy and additional efficiency in substituting iron for timber in the construction, is fully established by successful experiments made in Europe during the last thirty years, as well as in this country of a later date.

The principal advantages arising from the use of iron, are, economy in the original construction; durability; lightness of material, and, consequently, increased buoyancy; increased strength, particularly in the ability to withstand the shocks sustained by taking the ground when passing shoal-water bars; and the value, when worn out, of the old materials.

It will be perceived, by the annexed statement, that the original cost of an iron steamer exceeds that of a timber-built sailing vessel about three thousand dollars; add to the cost of the wooden vessel the cost of an engine, (say fourteen thousand dollars,) and the economy in the original construction is evident.

With regard to the durability, we must depend upon experiments made in Europe, which have been eminently successful. The first iron steamer built in England, the "Aaron Manby," was launched in 1821; and, according to the most authentic accounts, from that time to 1830, although she had been aground repeatedly, with cargoes on board, the hull had required no repairs. The next vessel was launched in 1825, and according to Grantham, has been constantly employed since that time, and is still in good condition.

Since that time, many sailing vessels, as well as steamers, have been constructed of iron; and the results have been so satisfactory, that, of ten vessels building at Liverpool a short time since, seven were of iron.

It is impossible to assign any time for the duration of iron vessels employed in salt water, as they have not been tried a sufficient length of time to determine the question; but we have the facts before us, that, in the same period wherein a timber-built vessel would have required an outlay in repairs

equal to her original cost, the hull of the iron vessel has required no repairs.

In order to protect the iron from the effect of exposure to the atmosphere, as well as the action of salt water, coatings of various kinds have been used. The most effectual hitherto has been red lead; but we are now indebted to a young and enterprising chemist of our own country (Mr. Benj. Costin, of Philadelphia) for a discovery which will, in all probability, effectually prevent oxidation. Plates of iron and steel, covered with his marine paint, have been exposed several days to the action of the most powerful acids, without any perceptible change taking place.

The increased safety is another important feature in the use of iron. Facts show that many iron vessels have been stranded in positions where a timber-built vessel must have been totally lost, and, after being got off, they were found to have only received indentations where the weight rested. Perfect security against fire and leakage is attained by the facility with which air and water-tight bulk-heads are introduced, which, at the same time, secure the vessel against the effects of outward pressure. Vessels built of iron, and exposed to tempestuous weather, are free from the hazard of starting butts or leaky seams, and their increased buoyancy enables them to contend with high winds and turbulent seas without straining.

The ravages of the worm and dry-rot, which are so destructive in our southern harbors, are arrested, and the cost of copper sheathing entirely dispensed with.

Satisfactory experiments have shown that the wear and tear of iron vessels are trifling, and the repairs necessary consequently light. The usual calculation for vessels built of timber is, that the expense of repairs will, in ten years, equal the original cost. This fact is evident, by referring to our national vessels when in commission, as well as the packet-ships.

In a well-built iron steamer, experience has shown that no repairs upon the hull were necessary during that period, unless occasioned by accident.

Repairs upon iron vessels are more easily effected than upon those built of timber. Should a timber-built vessel require new partial planking, or additional timbers, the labor of preparing for the reception of the new work amounts to a large proportion of the whole cost, and the new fastenings are frequently driven where they afford no security.

If in an iron vessel a new plate is required, the rivet-heads are cut off, the rivets drilled out, and the new work introduced, without interfering with any of the adjacent frame or plating.

The value of wooden vessels, when condemned, or unworthy of further repair, is very trifling—none of the materials, except the fastenings, being of any further service. On the contrary, the value of old iron always bears the same proportion to the original cost of new.

Increased buoyancy is of the greatest importance upon this coast, when the navigation of the majority of the harbors and inlets is obstructed by shoal sand bars. Iron vessels may be built of large size, with good sailing qualities and light draught. In conclusion on this subject, it is an undoubted fact that a timber-built vessel will, at the expiration of twelve years, have cost double the amount of one constructed of iron; while, in this period, no visible change in the condition of the latter will have taken place.

The case of the revenue brig Jefferson is an evidence of the short time which a timber-built vessel will endure exposure to the climate of the Mexican gulf, and is a strong argument in favor of iron. That vessel was lately found completely rotten below, after six years' service, and was sold as not being worthy of repair.

There are at present employed in the revenue marine eighty commissioned officers, equally divided as captains, and first, second, and third lieutenants, at the rates of compensation established by law; and, under the present regulations, the force employed on board the vessels is equally distributed, by allowing, as a complement, one able-bodied seaman to every five tons admeasurement, exclusive of two stewards and one cook to each vessel. When boys are employed, two are considered equivalent to one seaman.

The annexed statement shows a close approximation to the expenditure of the present establishment for the current year. It exhibits a small increase of expenditure upon last year, occasioned by the temporary transfer of the Nautilus from the coast survey, and the return of those vessels lately employed upon the coast of Florida, under the Navy Department; the employment of which on that coast diminished the expense of the revenue marine, while it also deprived it of the means of being efficient.

In order to increase the efficiency of the corps, the officers are changed periodically on the various stations; thereby, instead of confining their knowledge of coast navigation to particular points, enabling them to acquire a perfect acquaintance with the whole, and giving to each an equal share of home or favorite stations; and prompt obedience to orders is in all cases required.

The officers are likewise required to pay particular attention to the condition of the light-houses, light-boats, buoys, stakages, &c., within the limits of their respective cruising-grounds; and to report any neglect of duty on the part of the keepers, or derangement of the landmarks or buoys, which may come under their observation.

Under the present arrangement, it is believed that the service is perfectly guarded against frauds in furnishing supplies, either in quantity, quality, or price of articles furnished; the effect of which will be to lessen the expenditure upon each vessel.

New regulations have been issued, adapted to the wants of the service, and intended to improve it. They point out to each officer his particular duties in detail, and provide for holding all to a proper accountability.

The journals of each vessel are submitted to the department monthly; are strictly examined; and no case of remissness in discharge of the duties, or want of diligence, is suffered to escape.

A system of examination into the professional qualifications of officers, as they become candidate

to the rank of first lieutenant, has been established. Great care in the selection of persons of good moral character to fill the subordinate offices is observed; while a rule has been established by the President, similar to that in the navy, by which appointments to the stations of captains, and first and second lieutenants, are made with strict regard to seniority and qualification.

The results produced show that a spirit of enterprise has been aroused among the junior grades, which will, eventually, work a thorough reform in the discipline of the service.

The condition of the vessels employed, and the discipline maintained on board, are worthy of favorable notice and commendation. The introduction of spirituous liquors on board these vessels has been positively prohibited, either by the officers or crew; and every opportunity of advancement is afforded to the meritorious. Important assistance having been heretofore rendered to distressed merchant vessels arriving upon the coast during the winter months, by one or two of the vessels detailed for that service, arrangements have been made to keep the whole effective force at sea during the present winter; and their cruising stations have been so marked out, as to embrace the whole Atlantic coast, as well as a portion of the bay of Mexico. It is anticipated that much suffering will be relieved by their interposition; and the annexed circular will exhibit the nature of the duties which they are called upon to discharge.

Before concluding this report, I would beg leave to call attention to the condition of the petty officers of the service, and the justice of increasing their pay. Their compensation was limited by the act of the 2d of March, 1799, to twenty dollars per month, and one navy ration per diem; since which, there has been no legislation on the subject; while, in the navy, the pay has been increased nearly threefold.

Many of the boatswains, gunners, and carpenters, have served several years; and the compensation which they now receive is, evidently, entirely inadequate to the comfortable support of their families. I would respectfully submit the justice of increasing their compensation to thirty dollars per month, and one navy ration, or its equivalent in money, per diem.

The employment of engineers not having yet been authorized, I would respectfully represent the necessity of legislation on the subject of their appointment, allowing one chief and one assistant to each steamer; and establishing the compensation of the former at the same as first, and the latter as third lieutenants in the revenue marine.

All of which is very respectfully submitted by your very obedient servant,

ALEXANDER V. FRASER,
Captain Revenue Marine, in charge of Bureau.
Hon. J. C. SPENCER, *Sec. of the Treasury.*

Estimated expenditure of the Revenue Marine for the year 1843.

20 Captains, at -	$1,200	$24,000
20 First Lieutenants, at	960	19,200
20 Second Lieutenants, at	860	17,200
20 Third Lieutenants, at	790	15,800
45 petty officers, at -	240	10,800
7 Pilots, at - -	600	4,200
30 Stewards, at -	216	6,480
15 Cooks, at -	216	3,240
323 Seamen, at -	192	62,016
134,320 rations, averaging 14 cents, - - -	—	18,804 80
24,455 pilots', stewards', and cooks' rations, at 25 cents,	—	6,113 75
Average supply of chandlery, wood, water, trifling repairs, &c., under contract, 15 vessels, at - - -	1,200	18,000
		$205,854 55

ALEX. V. FRASER,
Captain United States Revenue Marine, in charge of Bureau.

Comparative cost of building iron and timber-built vessels.

Hull and spars of a timber-built vessel of 350 tons, at $45 per ton, -	$15,750
Standing and running rigging, anchors, chains, tanks, boats, ballast and armament, furniture and apparel, complete, - - - - -	31,500
Estimated repairs in twelve years, -	$15,000
	$62,250
Estimate cost of iron revenue steamer,	$50,000

ALEX. V. FRASER,
Captain United States Revenue Marine, in charge of Bureau.

REVENUE MARINE ORDER.

TREASURY DEPARTMENT, *December* 23, 1843.

SIR: As the season is approaching when much suffering and distress experienced by vessels bound to ports in the United States from long voyages may be alleviated by the agency of the revenue vessels while cruising on the coast, in discharge of the duties enjoined by the act of Congress of December 22, 1837, I have thought it advisable to designate the revenue schooner ——— under your command more especially for that service.

To enable you to afford the required assistance to vessels and crews in all cases of distress, it will be proper that you ship five additional men for the months of January, February, and March, and that you should carry provision, fuel, and water, in such quantities as can be conveniently stowed.

Should the underwriters see fit to place clothing or other supplies on board, you will take charge of the same, and dispose of them agreeably to their directions.

Thus prepared, you are directed to cruise between —— and —— keeping as close to the land as may be consistent with the safety of the vessel, and not go

ing into port oftener than you may be compelled to, from stress of weather or want of supplies. On all such occasions you will immediately report to the department the cause of such return to port.

While cruising, you will speak all vessels approaching the coast, which you may fall in with, and afford to those requiring aid or relief such assistance as may be adapted to their condition and necessities, and as it may be in your power to render; and that any supplies thus furnished may be duly accounted for, you will charge them at the cost value, and take bills, with orders from the commanders of the vessels to whom such supplies may be delivered, on their owners or consignees, for the amount.

After the severity of the season shall have passed, you will return to ——— and deliver the bills and orders thus taken to the collector, who will be instructed how to dispose of the proceeds.

You will cause the tracks made during your cruise to be distinctly traced upon the chart, and all soundings, stating the depth of water, quality of the ground, &c., entered upon the journal. The chart, with a full list of all vessels boarded or spoken, specifying those relieved, the nature of the assistance afforded, and the position of the vessel at the time, with an abstract of the distance run by log, will be transmitted to the department at the expiration of the cruising, or on the 1st of April next.

I am, very respectfully, your obedient servant,

JOHN C. SPENCER,
Secretary of the Treasury.

REPORT OF COLONEL OF ORDNANCE.

ORDNANCE OFFICE,
WASHINGTON, *November* 1, 1843.

SIR: In obedience to your directions, I have the honor to submit a report of the operations of the Ordnance department during the last three quarters of the year ended June 30, 1843; my last report having embraced the concerns of the department to the 30th September, 1842.

FUNDS.

The amount of money available for the service of the Ordnance department on the 30th of September, 1842, was as follows:

Undrawn from the Treasury, -	$1,018,208 12	
In the hands of disbursing officers,	40,525 98	
	1,058,734 10	
Received from sales, rents, &c., -	33,607 72	
Appropriations for the fiscal year ending June 30, 1844, - -	989,405 00	
	2,081,746 82	
Expended during the three quarters ended June 30, 1843, including $24,000 turned over to the quartermaster's department, and $15,003 from the sales of unserviceable arms, turned into the Treasury, - - - -	$721,741 69	
In the hands of disbursing officers 30 June, 1843, - - -	71,914 81	
Undrawn from the Treasury, -	1,288,090 32	
	2,081,746 82	

The disbursing officers of this department have all promptly and accurately accounted for the moneys placed in their hands.

ARMAMENT OF FORTIFICATIONS.

The expenditures under this head, for the three quarters of the fiscal year ended June 30, 1843, amounted to $84,337 23.

Sound policy requires that the necessary measures be continued for arming the fortifications as their construction advances, and that materials, not of a perishable nature, and such as require time to prepare them for use, should be provided in advance. A full supply of timber for gun carriages should be furnished at the arsenals of construction, to prevent the necessity of procuring it on a sudden emergency, as under such circumstances it can seldom, if ever, be found of proper quality. The proportions and forms of garrison and sea-coast artillery have been determined, and the regulations in force are calculated to secure their being fabricated of the proper quality.

The importance of a national foundry is a subject on which the views of this department have repeatedly been given, and they remain unchanged. The want of such an establishment, by which (among many other advantages) standards of materials and workmanship might be fixed, for the contract service of this branch of public supplies, has led to the adoption of a more strict supervision of the works of private foundries; a supervision so strict that *some* have objected to it as inquisitorial, and inconsistent with the private character of their works. This course, however, under the present mode of procuring cannon, is absolutely necessary to secure the interests of the Government in a matter involving such great cost, and on which our military efficiency so much depends.

PURCHASE OF ORDNANCE AND ORDNANCE STORES.

The expenditures for these objects from the 30th of September, 1842, to the 30th of June, 1843, amount to $69,544 65.

The amount of the expenditures under the appropriation for the purchase of saltpetre and brimstone has been $38,023 64, which has been applied to purchasing and placing in store 480,294 pounds of refined saltpetre.

NATIONAL ARMORIES.

The expenditures at the armories, from the 30th September, 1842, to the 30th June, 1843, have been as follows:

Object.	Harper's Ferry.	Springfield.
For the manufacture of arms, materials, and component parts of arms, - -	$89,167 33	$63,349 55
For repairs and improvements, - -	29,527 37	15,466 58
Total, - -	118,694 70	78,816 13

There have been manufactured at these armories, and delivered into store, during the same period, 7,705 muskets, 301 rifles, and 1,091 carbines; and progress has been made in the fabrication of parts of the percussion muskets, the expenses of which, and the providing of materials, are embraced in the above statement.

ARMING AND EQUIPPING THE MILITIA.

The expenditures for this object, from the period embraced in the last report to the 30th June, 1843, amount to $134,413 56.

ARSENALS AND DEPOTS.

The expenditures under this head for three quarters ending 30th June, 1843, have been $53,615 54, being drawn from a balance remaining from the appropriations of the previous year, which has been applied to continuing the constructions at the arsenals at Little Rock, in the State of Arkansas; Fayetteville, in the State of North Carolina; preparing for the construction of that at Charleston, South Carolina; and in repairing and improving those in other parts of the Union, by the addition of buildings necessary for the storage and preservation of the munitions of war provided for the future wants of the country. The inspection, which was commenced last year, of all the muskets deposited at the arsenals, for the purpose of classifying them according to quality, has been continued, but is not yet completed. Some of those falling into the 4th class, which embraces all made prior to 1812, and those of later fabric which are very defective, have been sold, under the provisions of the law of Congress passed March 3, 1825.

BALLISTIC PENDULUM.

In the general appropriation for the service of this department in 1840, provision was made, in pursuance of an estimate from this office, for constructing a ballistic pendulum, for the purpose of prosecuting, with guns of large caliber, the experiments essential to the advancement of the science of gunnery, and of extending our knowledge of the principles which should govern in determining the proper proportions of length, weight, &c., in the construction of cannon; also, to ascertain the best mode of manufacturing gun powder for ordnance service, and to establish a certain and satisfactory method of proving the strength of such powder.

During the last year, the ballistic pendulum has been constructed at Washington arsenal; and, in accordance with a programme approved at this office, a series of experiments on gunpowder has been commenced, which promises satisfactory results; but the experiments, requiring much time and care, have not yet been carried to the extent requisite for making a full report on the subjects to which they relate.

ARTILLERY DRAWINGS.

In the preparation of detailed drawings of a uniform system of artillery much progress has been made, and the work is advancing towards completion. The drawings already finished, include, besides accoutrements for small arms, the heavy cannon and mortars for garrison and sea-coast service, and almost the entire system of field and siege artillery; embracing guns, carriages and caissons, travelling forges and battery wagons, with the various implements, equipments, and tools, requisite for field and siege trains. They consist of 140 sheets, and, with the different plans, elevations, and sections, comprise 2,269 distinct delineations. To complete the system, drawings of carriages and implements for casemate and barbette guns, and bomb cannon, and of mortar beds, remain to be executed.

The foregoing statements show the amount of expenditures intrusted to the officers of this department, with the product and disposition of the principal articles obtained. But, in addition to all this, it is the duty of this department to keep in repair the whole armament of the fortifications of the country, as well as the arms in the hands of the troops. It is, moreover, the grand depository of all that part of the military stores of the nation laid up, not less for the militia than for the regular army, and so apportioned among the arsenals and depots, in every quarter of the Union, as to meet at once the calls most likely to arise in any direction.

In these arsenals and depots every article undergoes a periodical examination, and is cleaned, oiled, lackered, or otherwise treated, so as to preserve it in the best condition for use; and at the end of every year a perfect inventory is forwarded to this office, which shows, not only what has been added within the year, but all that has been issued or otherwise disposed of, and every article remaining, with its money value, at the lowest estimate of first cost and present condition.

The twenty-six inventories, prepared upon these principles, for the 30th June last, give an aggregate of the estimated values as follows:

Lands, magazines, store-houses, quarters, barracks, workshops, and machinery,	$3,946,482 61
Artillery of every description, with carriages, equipments, and projectiles,	1,928,009 06
Small arms of every description, with their accoutrements,	9,826,221 07
Ammunition, such as cartridges for cannon and small arms, powder not made up into cartridges, and materials for the fabrication of powder and cartridges,	591,570 40
Component parts of artillery carriages, and of small arms and equipments, not assembled and put together so as to form the finished article,	243,093 18
Unwrought materials and tools in the store houses,	559,612 58
Gins, carts, and implements and tools of every description, in the current service,	298,032 17
Making a total of	17,393,021 07

These inventories, condensed as they are into the smallest possible compass that will enable this office

to detect mistakes, cover more than sixteen hundred (1,600) pages of paper, and being in addition to all the writing consequent upon keeping and rendering accounts and making other returns, renders the employment of professional clerks at many of the arsenals indispensable. I cannot omit, in this connection, calling your attention to the very inadequate salaries now allowed by law to the clerks employed in this bureau—the chief clerk, in particular, not being allowed as much by several hundred dollars as the chief clerks of every other office having the supervision of accounts.

MINERAL LANDS.

I come now to speak of the mineral lands of the United States, the supervision of which is assigned to this bureau, in addition to all the duties above mentioned. And,

1st. *Lead mines of the upper Mississippi.*—In the last annual report from this office, the history of the proceedings at these mines was brought up to the 15th of October, 1842. The following statement will show, at one view, the whole number of leases which have been granted since the renewal of the leasing operations:

State or Terr'y.	May 1, 1842, to Oct. 1, 1842.	Oct. 1, 1842, to Oct. 1, 1843.	Total.
In Illinois, -	171	501	672
In Wisconsin,	170	171	341
In Iowa, -	45	29	74
Total, -	386	701	1,087

Of which, 63 were renewals of expired leases previously granted to the same parties, and 37 were to new parties, for tracts previously leased to others, - - - 100

Leaving the actual number of tracts leased, 987

Only 271 of these lessees have made returns of the quantity of mineral raised by them, amounting, in the aggregate, to but 8,697,654 pounds. This quantity, at the average yield of 70 pounds of lead for every 100 pounds of mineral, has afforded these lessees 6,088,358 pounds of pure lead, on which the rent stipulated to be paid to the United States amounts to 365,301 pounds, while there have been actually paid but 178,052 pounds, leaving 187,249 pounds due on the 1st ultimo, even on the small quantity of mineral acknowledged to have been dug.

This statement, however, exhibits a very limited view of the mining operations of this region, as by far the largest quantity of mineral obtained from it is dug by persons claiming title to these lands, either on certificates of entry issued at the land offices contrary to instructions, and on which the patents are withheld, (as in Wisconsin,) or by those who claim upon the ordinary rules of pre-emption, but to whom certificates of entry are refused, (as in Illinois and Iowa;) for it appears, from the best data that can be obtained, that, for the last two or three years, not less than 35,000,000 pounds of lead have been sent from this region to St. Louis annually, exclusive of such as finds a market by way of the lakes.

The following statement will show, at one view, the amount of receipts and expenditures connected with these mines since the renewal of the attemp by the War Department, in May, 1841, to obtain rents from those who are working them.

Amount of money received on compromises of old balances, per last annual report, - - - -		$1,808 14
Amount since received on same, -		416 98
Making, - - - -		2,225 12
	Pounds.	
Quantity of lead received on old balances, per last annual report, - - -	49,901	
Quantity since received on same, - - -	30,352	
Quantity received on the new leases, as above stated, -	178,052	
Making, -	258,305	
Which, at 3 cents per pound, is, -		7,749 15
Total receipts, estimated as money, -		9,974 27
Expenditures since May, 1841, per bills actually paid, exclusive of expenses properly belonging to the Lake Superior agency, - - - - -		9,332 39
Balance in favor of the United States,		641 88

A very considerable portion of these expenses has been paid as fees to counsel for defending the rights of the United States when brought into question before justices of the peace, and in the local courts, by suits for *forcible entry* and the like, brought against the lessees by persons claiming pre-emption rights, and in some few suits which the lessees themselves have been compelled to institute against the pre-emption claimants, to prevent them from interrupting the mining operations; and, as no rents at all could probably have been collected without these attempts to afford protection to the lessees, this employment of counsel has been tacitly approved. The many cases, however, in which this effort to afford protection has failed have been a principal, if not the only cause of the neglects and refusals to pay the rent. But as all the questions involved in these suits are believed to be embraced in that of the United States versus H. H. Gear, on which the United States circuit court for Illinois were divided in opinion, and so certified to the Supreme Court, and as a decision in that case is expected at the ensuing January term, it is hoped that a final stop will be put to these harrassing petty suits, and that the receipt of rents for these mines will in consequence be greatly increased, while the expenses will be lessened.

2d. *Mines in the south part of Illinois, and in the State of Arkansas.*—Since the last annual report, the two permits therein referred to as having been granted for the mineral lands in the south part of Illinois have expired by their own limitation, and no leases or permits have been since granted for them, or for those in Arkansas, from the want of agents at those points to execute the leases and collect the rents;

and no such agents have been appointed, from the belief that the expenses would exceed the proceeds of the rent.

It is respectfully recommended for your consideration, whether these lands had not better be returned to the jurisdiction of the General Land Office.

3d. *Mines on Lake Superior.*—Soon after the ratification, in February last, of the treaty with the Chippewa Indians, by which they ceded their lands on the south side of Lake Superior and the islands opposite, several applications were received, asking for leases of the mineral lands in that Territory, and many statements were made, both written and verbal, that these lands were very rich, not only in copper, but in lead and other ores, and that large parties of men were preparing at various points to go and to take possession of the mines therein.

It was under these circumstances, with a view not only to protect the property thus acquired, but to prevent a collision which it was feared would ensue between such unauthorized persons and the Indians, who by the terms of the treaty were allowed to remain till required by the President of the United States to remove, that it was suggested, and met your approval, to grant permits to the above-mentioned applicants, and such other responsible persons as might apply, authorizing them, for the term of one year, to examine for ores within that district, with a condition that such tracts as they might select within the year should, if they wished it, be leased to them or their assigns for the term of three years, at a certain stipulated rent, with a right of renewal, subject to the action of Congress. No tract to exceed three miles square, and no individual or company to select more than three such tracts, with an equal interval between them.

In order to carry out these views, Walter Cunningham, Esq., the special agent for the upper Mississippi mines, was commissioned by you to proceed with two assistants to this newly acquired country, and superintend the operations, with authority to grant permits of the same character to such other responsible and well-disposed persons as he mig hfind there. It was afterwards determined to grant no more permits which would authorize the selection of more than one tract.

Five permits have been delivered from this office, with your signature, for three tracts each, and three for one tract each. No selections under them have yet been reported, nor has the agent, General Cunningham, reported the number that he has issued. His correspondence, however, shows that great interest has been awakened as to these mines; that large numbers of persons have visited that country since the issuing of the permits; that the copper ores are rich beyond example; and that the copper region is very extensive, embracing even Isle Royal, on the very confines of the United States towards the Canada line. A full report of his proceedings is expected, and will be communicated as soon as received.

G. TALCOTT,
Lieutenant Colonel Ordnance.

Foreign Miscellany.

Prussian Army.—The subsequent particulars are derived from the "List of Officers" of the Prussian Army for the present year.

There are two Field-Marshals, His Grace the *Duke of Wellington*, whose appointment dates from the 18th of November, 1818, and Count von Zieten; next we have 17 *Generals*, (13 of Infantry and 4 of Cavalry,) the oldest of whom are Princes Henry and William of Prussia, who were promoted to that rank on the 1st and 2d of April, 1814, and are uncles of the reigning Sovereign. All these seventeen Generals, with the exception of one plebeian, are of noble extraction. Of *Lieutenant-Generals*, the number is 44; every one of them is of patrician birth, and the oldest among them is Von Borstell, now Governor of Stralsund, whose commission bears date the 30th of March, 1831. Princes Charles and Albert of Prussia also hold this rank. There are 95 *Major-Generals*, including Prince Adalbert, a cousin of the King's, and five reigning Sovereigns, namely, the Duke of Brunswick, the Duke of Lucca, the Grand Duke of Mecklenburg-Schwerin, the Duke of Anhalt-Cöthen, and the Duke of Nassau. There are but two Major-Generals of plebeian descent. The *Colonels* of the Line are 114 in number, inclusive of Prince August of Würtemburg and the hereditary Grand-Duke of Mecklenburg-Strelitz, and 16 of plebeian birth. Among the 107 *Lieutenant-Colonels* of the line we find 30 non-patricians; and among the 554 *Majors*, 235 plebeians. On the Rolls of the *Landwehr*, or Militia, are 6 Colonels, (one not patrician,) 13 Lieutenant-Colonels, (two not patricians,) and 42 Majors, (six not patricians.) In the corps of *Artillery* there are 43 plebeians holding rank as officers; and it may be observed that, in the time of Frederic the Great, this was the only branch of the Service into which individuals not of noble extraction were admitted. There is not a single officer of plebeian descent in in either the Gardes-du-Corps, or the First Regiment of Foot Guards. Until the year 1806 each regiment had its own chief, by whose name it was designated; but from that date the custom was laid aside, titulars in command were created, and at the present moment, there are no regiments but the Foot Guards of the Emperors Alexander and Francis who have retained the names of their honorary Commandants; the 2d Regiment of Infantry and the 6th of Cuirassiers, are called indifferently by those numbers, or, "The King's Own Foot," and "The Emperor of Russia's Cuirassiers." In December, 1842, however, the 5th Regiment of Hussars was honored with the title of "Prince Blücher's Regiment." The Prussian Army has, independently of the Sovereign Princes already named, other Sovereigns on its roll, as Commandants of regiments, the Emperor of Russia, the Kings of Hanovor, Holland, and Würtemburg, and the Grand Duke of Baden, besides the Archduke John of Austria, the Crown Prince and Archduke Michael of Russia, and the Crown Prince of Bavaria. The Prussian Sovereign himself is Commandant of the Gardes-du-Corps and 1st Regiment of Guards.

The whole army is divided into four grand corps, each consisting of two divisions, and each division of three brigades, Infantry, Cavalry, and Landwehr. The number of regiments of infantry of the line is forty, and there are as many of the Landwehr; of the thirty-two regiments of *Cavalry*, eight are Cuirassiers, four Dragoons, twelve Hussars, and eight Lancers, or Hulans. There are four corps of Chasseurs, (or Jägers,) and four of Sharp-shooters. The *Artillery* is composed of eight brigades; the corps of *Pioneers* of ten companies, two of Reserve; and the Engineers of three divisions. The "Royal Guards" consist of five regiments and four battalions of Infantry, six regiments and one squadron of Cavalry, and one brigade of Artillery and Pioneers. The number of Prussian *fortresses*, including the two attached to the Germanic Confederation, is thirty; of which Berlin, Breslau, and Königsberg, are seats of civil government as well as military command.

British Navy.—The total number of vessels of every grade and description in the British navy is 609, viz:—98 line-of-battle ships, 102 frigates, 172 sloops, &c., 111 steamers, 10 troop and store ships, 1 gunnery ship, 38 receiving ships, 2 hospital ships, 4 yachts, 8 coal depots, 19 quarantine ships, 17 convict ships, 15 coast guard, 3 floating chaples, 2 tank vessels, 2 mooring vessels, 1 sheer hulk, 1 diving bell vessel, 1 Thames police, 1 alien service, and 1 marine society.

Of the 98 line of-battle ships, 11 are in commission, including the flag ships of the Commanders-in-Chief at Portsmouth, Plymouth, and the Nore; 68 are in ordinary, and 19 building,or ordered to bebuilt.

Of the 102 frigates, 30 are commissioned, 58 in ordinary, and 14 to be built.

Of the 172 sloops, 89 are in commission, 60 in ordinary, and 23 building.

Of the 111 steamers, 77 are in commission, including the various packet boats, steam tugs, the Bee for the use of the students on board the Excellent, and the Royal yacht; 18 are in ordinary, and 16 are building.

Seven of the 10 troop and store-ships are in commission, and the other 3 in ordinary.

There are 11 of the 38 receiving ships in commission, including those of the Admirals and Captains Superintendents of the various dock-yards.

The other vessels in commission are, the Excellent, gunnery ship; Minden, hospital ship; and the Fawn, tank vessel, at the Cape.

Altogether there are 228 vessels in commission, which are distributed, as follows:—

Mediterranean—4 line-of-battle ships, 4 frigates, 6 sloops, &c.; 10 steamers, and 1 receiving ship.

China and the East Indies—2 line-of-battle ships, 5 frigates, 15 sloops, &c., 8 steamers, 3 troop ships, and 1 hospital ship.

West Indies and North America—1 line-of-battle ship, 4 frigates, 13 sloops, 3 steamers, 1 troop ship, and the Imaum receiving ship.

Brazils—2 frigates, 11 sloops, 3 steamers, and 2 receiving ships.

Coast of Africa—1frigate, 11 sloops, and 3 steamers.

Cape of good Hope—4 frigates, 3 sloops, 1 steamer, and 1 tank vessel.

Pacific—5 frigates, 3 sloops, 2 steamers, and 1 store-ship.

Torres Straits—2 sloops. Azores—1 steamer.

Lisbon—1 frigate.

Lakes of Canada—1 sloop, 2 steamers.

Jersey and Guernsey—2 sloops.

Coast of Ireland—1 line-of-battle ship, 2 frigates, 3 sloops, 10 steamers, and 1 troop ship.

There are 1 line-of-battle ship, 1 frigate, and 2 sloops fitting for sea at the various ports.

The other vessels in commission consist of the flag ships of the Port Admirals, the ships of the Admirals and the Captains-Superintendents, of the various tenders, &c. The brigs employed are the Falmouth packets, and the steamers employed at Dover, Weymouth, Portpatrick, Liverpool and Holyhead, for the conveyance of the mails.—*London, January 6, 1844.*

Right of Search.—*St. Petersburg, Dec.* 16.—The following notice has been issued by the Finance Department: "Conformably to the first article of the treaty, concluded and signed at London on the 8th (20th) of December, 1841, between Russia, Great Britain, Austria and Prussia, for the total suppression of the slave trade, the Russian government has delivered the first license to English cruisers, by which those cruisers are authorized in the seas where the reciprocal right of search may be exercised to search and detain, according to the said treaty, merchantmen sailing under Russian colors, which are suspected of being in that trade, or of being fitted out for that purpose, or of having carried on that trade during the voyage on which they were stopped by the English cruisers." These licenses, signed and sealed by the Russian Board of Admiralty, are drawn up in the Russian, English, German, and Swedish languages. The cruisers authorized to exercise the right of search are to use a particular signal, which has been agreed upon between the contracting parties who signed the treaty of December 8 (20th.)

Steam Navigation—Improved Machinery.—An iron steamboat has recently been launched at Leith, constructed and completed with engines and machinery by Messrs. Ruthven, of Edinburgh, upon an entirely new principle. It is propelled without paddle wheels or screw. It would be difficult to convey any idea of the arrangements without a sectional or other illustration of it. As the improvements, however, are important, a few of them may be stated, The hull has an uninterrupted line from stem to stern so that the vessel may have the finest mould desired. The power of the engine is so applied that the seamen on deck have the movements and navigation of the vessel entirely under their control; they can make the vessel go ahead or astern, turn to either side, or remain stationary, without any change being made in the engine, or any communication with those attending it; and this is done with a facility equal to the moving of the rudder. There is not the slightest vibration in any part of the vessel—an object of importance to those on board, and advantage to the vessel, as the loss of power is less by this mode of propelling than by paddle wheels. The same power of engine gives an increased speed; and for sea-going vessels or war-steamers, these improvements may be considered as forming a new era in steam navigation, as they combine greater speed with greater safety, and a power over the movements of the vessel that, we believe, has never before been obtained. The advantages of the principle adopted have been so satisfactorily proved that a larger vessel is, we understand, to be immediately begun.

Communication.

HISTORICAL NOTES.—No. III.

PRISONERS TAKEN AT LICKING CREEK, IN 1780, AND AT THE BLUE LICKS, IN 1782.

"A summons to surrender at discretion to his Britannic Majesty's arms [the fort or station on the south fork of Licking] was immediately made by the enemy, and, dreadful as the necessity was, there was no alternative but to comply; resistance was hopeless. The Fort gates were accordingly opened; and the Indians rushed in to secure the prisoners and plunder the property. The same scene was acted at Martin's station, higher up the south fork, with the same result. The prisoners and plunder were hastily collected together, and the retreat commenced with strange precipitation: many of the prisoners could not support this rapidity, among whom were necessarily most of the women and children. These, loaded with plunder as usual with the Indians, were quickly released from their miseries, by the tomahawk of their savage foes. Those who survived were dispersed among the Indians, or carried to Detroit; *whence they gradually returned after several years detention.*" (8.)—*Butler's Kentuky, p.* 110, 111.

"The body of the troops headed by McGary, Harland, and McBride, formed a broken line corresponding with the ridge which has been mentioned, and parallel with, and between the ravines, which were filled with Indians, concealed by a short growth of timber. No sooner had McGary entered the woods at the head of the ravines, than the action began with great warmth and effect, which our men returned with equal vigor, while they could keep among the trees; but they were soon driven into the naked plain, between two fires from the Indians, who doubled their numbers. Soon the conflict was discovered to be desperate on our side; nearly the whole of the men had fallen, as well as Colonel Todd and Major Trigg, McBride, and Harland. The Indians were turning the rear and rushing upon our men with the tomahawk, when the retreat was commenced."

"The loss in this battle [at the Blue Licks] was heavier than ever experienced in Kentucky before; out of one hundred and seventy-six men, sixty were killed, *and seven taken prisoners.*" (9.)—*Butler's Kentucky, p.* 127, 128.

NOTE (8.)

A number of Americans made prisoners during the war, were surrendered by General Haldimand on the return of peace. They were sent by him from Canada under charge of Major Skene, and were received at Ticonderoga by Ephraim Kirby, an Ensign of the Rhode Island Regiment, on the part of the United States, on the 18th of July, 1783. Among them were the survivors of those taken at Licking Creek, in June, 1780, and at the Blue Licks, in August, 1782.

The account given by Marshall of the return of the Prisoners taken at Licking, differs in some unimportant particulars from that subsequently given by Butler:

"Such prisoners as survived, were dispersed among the Indians, or carried to Detroit: from whence, after several years detention, they generally returned to different parts—as fortune or their own exertions, furnished them with the inclination, and the means. The *peace with Great Britain liberated some*—others were surrendered at subsequent treaties with the Indians—a few married and settled among them."—*Hist. Kentucky*, I. 109.

Thirty-five of them, at least, were liberated on the conclusion of the war; for that number, consisting principally of five families, though Withers states "parents and children, husbands and wives, were torn from each other" were among those surrendered at Ticonderoga: their names and ages were—

John Denton, senior, aged	40 years.
Elizabeth Denton, - -	30
James Denton, - - -	13
Jane Denton, - - -	8
John Denton, jun. - -	6
Bethany Denton, - -	5
Hezekiah Ford, - -	32
Elizabeth Ford, - -	29
Hussy Ford, - -	17
John Ford, - - -	16
Silas Ford, - - -	13
Mary Ford, - - -	8
Dosha Ford, - - -	6
Judith Ford, - - -	1½
John Reading, - - -	21
Casper Kasner, - - -	33
John Smith, - - -	35
John Smith, jun., - -	16
Peter Smith, - - -	14
Magdalen Smith, - -	11
Lissey Smith, - - -	8
Elias Smith, - - -	5
Solomon Litton, sen., - -	32
Martha Litton, - - -	27
Thomas Litton, - - -	5
John Litton, - - -	7
Burton Litton, - - -	3
Solomon Litton, junior, -	1
Elizabeth Ducan, - -	60
John Link, sen., - - -	34
Margaret Link, - - -	36
John Link, jun., - - -	13
Caty Link, - - -	10
Molly Link, - - -	8
Sarah Link, - - -	6

NOTE (9.)

Marshall (I. 141,) makes the same statement. He says "never had Kentucky expe- "rienced so fatal a blow, as that at the Blue "Licks." "The whole loss on the side of "Kentucky was sixty killed, *and seven made prisoners;*" and adds, that the reports from their towns were, that the Indians massacred four of these.

McClung (p. 85.) agrees with Marshall and Butler as to the number of prisoners taken at the Blue Licks—"Sixty men had been "killed in the battle and flight, *and seven had* "*been taken prisoners;*" yet the number of prisoners must have been much larger, for *sixteen* of the survivors of those taken there, were surrendered at Ticonderoga, in July, 1783, viz:

John McMurtry, aged	31	years.
James Legerwood, - -	25	
Hugh Cunningham, - -	48	
Mathias Rose, - - -	21	
Lewis Rose, - - -	32	
John Morgan, - - -	21	
Jesse Peck, - - -	24	
John Stepleton, - -	30	
Thomas Blenfield, - -	50	
Osburn Bland, - -	38	
John Bland, - - -	15	
Elijah Allen, - - -	30	
John Beasley, - - -	24	
John Price, - - -	24	
Jesse Yocom, - - -	18	
John Neal, - - -	17	

In the return made by Brigade Major Skene of the prisoners named in the preceding notes, they are described as belonging to "Cantuck," in the province of Virginia. The following lines written about this time give the popular pronunciation of the original "Kentucke," which approaches very near the orthography adopted by Major Skene:

THE BANKS OF KENTUCKE.

The spring was advancing, and birds were beginning
To sing on the boughs o'er each purling brook;
On the early green herbage at leisure reclining,
I was carelessly viewing the banks of Kentucke.
Hail, stranger to song! hail, deep channeled river!
Thy prominent cliffs shall be famous forever;
Thy high-swelling floods henceforward shall never
Obscurely roll down through the banks of Kentucke.

Disgusted with idle, romantic pretensions,
The populous city I lonely forsook;
Delighting in nature, with fond apprehensions,
I eagerly came to the banks of Kentucke.
O, never did art so much beauty discover,
To reward the long search of its most 'raptured lover,
As nature's luxuriant fancy spreads over
The gay fertile soil on the banks of Kentucke.

Here genius shall rove with an endless desire
Improvements to make without learning or book;
While virtue and truth shall forever conspire,
To bless those that dwell on the banks of Kentucke.

Here, far from tyrannical power remov'd,
The spirit of freedom shall haply be prov'd;
The patriot shall by his country be lov'd,
And live without guile on the banks of Kentucke.

Here bigotry never shall raise its foul banner—
The basis of joy through all ages it shook;
The young and the aged, in more happy manner
Than those shall improve on the banks of Kentucke.
In honest industry their time still employing,
With heart-cheering mirth all their meetings enjoying,
With the blessings of friendship, and love never cloying,
All ranks shall unite on the banks of Kentucke.

Rich plenty, and health with his visage all glowing,
Invite and allure us with promising look;
Never more to regret other rivers long flowing,
Nor such as glides down through the banks of Kentucke.
Pale sickness doth pass through the land as a stranger,
No dreadful distemper here frightens the ranger,
As he passes through cane-brakes and waters, no danger
Expecting to meet on the banks of Kentucke.

Kentucky is written in the same manner by Filson in his "Discovery, Settlement, and present state of *Kentucke*—illustrated by a new and an accurate map of *Kentucke*, and the country adjoining, drawn from actual surveys," published in 1784. It continued to be so written to a later day; in the treaty with the Wyandots, &c., concluded at Greenville, on the 3d of August, 1795, by General Wayne, Kentucky river is called "*Kentucke* or Cuttawa river." P. F.

CAPT. E. JONES, REVENUE SERVICE.—In consequence of the severe indisposition of Captain Ezekiel Jones of the U. S. Revenue Marine Service, he was compelled, some weeks ago, to go into sick quarters on shore, at the same time surrendering his charge (the Cutter Morris, stationed at Portland) to first Lieutenant J. B. Fulton, her present commander.

Captain Jones appears to be perfectly worn out by long services on our extreme northern stations, and by the diseases peculiar thereto. So reduced, so spectre like is his present appearance, that his former most intimate acquaintances can now hardly recognize him. We learn that he intends to change this for a milder climate as soon as he can rally strength sufficient to bear the fatigues of a jaunt. Our best wishes attend him.—*Portland Adv.*

From the Spectator of Tuesday.

THE PRINCETON.

The arrival of this noble ship in our waters last evening, will give additional interest to the following letter from her gallant commander, to the Secretary of the Navy:

UNITED STATES SHIP PRINCETON,

PHILADELPHIA, *February* 5, 1844.

SIR: The United States ship Princeton having received her armament on board, and being nearly ready for sea, I have the honor to transmit to you the following account of her equipment, &c.

The Princeton is a "full rigged ship," of great speed and power, able to perform any service that can be expected from a ship of war. Constructed upon the most approved principles of naval architecture, she is believed to be at least equal to any ship of her class, *with her sails*. She has an auxiliary power of steam; and can make greater speed than any sea-going steamer or other vessel heretofore built. Her engines lie snug in the bottom of the vessel, out of reach of an enemy's shot, and do not at all interfere with the use of the sails, but can, at any time, be made auxiliary thereto. She shows no chimney, and makes no smoke, and there is nothing in her external appearance to indicate that she is propelled by steam.

The advantages of the Princeton over both sailing ships and steamers, propelled in the usual way, are great and obvious. She can go in and out of port at pleasure, without regard to the force or direction of the wind or tide, or the thickness of the ice. She can ride safely with her anchors in the most open roadstead; and may lie-to in the severest gale of wind with safety. She can not only save herself, but will be able to tow a squadron from the dangers of a lee-shore. Using ordinarily the power of the wind, and reserving her fuel for emergencies, she can remain at sea the same length of time as other sailing ships. Making no noise, smoke, or agitation of the water, (and if she chooses, showing no sail,) she can surprise an enemy. She can at pleasure take her own position, and her own distance from the enemy. Her engines and water-wheel being below the surface of the water, safe from an enemy's shot, she is in no danger of being disabled, even if her masts should be destroyed. She will not be at a daily expense for fuel, as other steam ships are. The engines being seldom used, will probably outlast two such ships. These advantages make the Princeton, in my opinion, the cheapest, fastest, and most certain ship of war in the world. The equipments of this ship are of the plainest and most substantial kind: the furniture of the cabins being made of white pine boards, painted white, with mahogany chairs, table, and sideboard, and an American manufactured oil-cloth on the floor. To economise room, and that the ship may be better ventilated, curtains of American manufactured linen are substituted for the usual, and more cumbrous and expensive wooden bulkheads, by which arrangement the apartments of the men and officers, may, in an instant, be thrown into one, and a degree of spaciousness and comfort is attained unusual in a ship of her class. The Princeton is armed with two long 225 pound wrought iron guns; and twelve 42 pound carronades; all of which may be used at once on either side of the ship. She can consequently throw a greater weight of metal at one broadside than most frigates. The big guns of the Princeton can be fired with an effect terrific, and almost incredible, and with a certainty heretofore unknown. The extraordinary effects of the shot were proved, by firing at a target, which was made to represent a section of the two sides and deck of a 74 gun ship, and timbered, kneed, planked, and bolted in the same manner. This target was 560 yards from the gun. With the smaller charges of powder, the shot passed through these immense masses of timber, (being 57 inches thick,) tearing it away, and splintering it for several feet on each side, and covering the whole surface of the ground, for a hundred yards square, with fragments of wood and iron. The accuracy with which these guns throw their immense shot, (which are three feet in circumference,) may be judged by this, that six shot, fired in succession at the same elevation, struck the same horizontal plank in a target more than half a mile distant. By the application of the various arts to the purposes of war on board the Princeton, it is believed that the art of gunnery for sea service, has, for the first time, been reduced to something like mathematical certainty. The distance to which these guns can throw their shot at every necessary angle of elevation, has been ascertained by a series of careful experiments. The distance from the ship to any object is readily ascertained with an instrument on board, contrived for that purpose, by an observation which it requires but an instant to make, and by inspection without calculation. By self-acting locks, the guns can be fired accurately at the necessary elevation, no matter what the motion of the ship may be. It is confidently believed, that this small ship will be able to battle with any vessel, however large, if she is not invincible against any foe. The improvements in the art of war, adopted on board the Princeton, may be productive of more important results than any thing that has occurred since the invention of gunpowder. The numerical force of other navies, so long boasted, may be set at nought. The ocean may again become neutral ground, and the rights of the smallest, as well as the greatest nations, may once more be respected.

All of which, for the honor and defence of every inch of our territory, is most respectfully submitted to the honorable Secretary of the Navy, for the information of the President and Congress of the United States,

By your obedient and faithful servant,

R. F. STOCKTON,

Captain U. S. Navy.

To Hon. DAVID HENSHAW,

Secretary of the Navy.

REFLECTING LANTERN AND HELIOTROPE.—At a meeting of the American Philosophical Society, held in Philadelphia in March last, Major Graham, of the Corps of Topographical Engineers, a member of the society, described a Reflecting Lantern and a Heliotrope, used by him as meridian marks for great distances, in 1841, while tracing, in his capacity of U. S. Commissioner, the due North line from the monument at the source of the River St. Croix.

The lantern was constructed by Messrs. Henry N. Hooper & Co., of Boston, under Major G.'s directions. It was similar in form to the Parabolic Reflector Lantern, sometimes used in light houses, but much smaller, so as to be portable.

The burner was of the Argand character, with a cylindrical wick, whose tranverse section was half an inch in diameter, supplied with oil in the ordinary manner. This was placed in the focus of a parabolic reflector, or paraboloid of sheet copper, lined inside with silver about one-twentieth of an inch in thickness, polished very smooth and bright. The dimensions were as follows:

	Inches.
Diameter of the base of frustrum of reflector,	16.
Distance of vertex from base, - -	3.75
Distance of focus from vertex, - -	2.25
Diameter of cylindrical burner, - -	.50
Diameter of a larger burner, which was never used, but which by an adapting piece could be easily substituted, - -	1.25

The instrument answered the purpose for which it was intended admirably well, and was of great use in tracing the due north line. While it occupied the station at Park's Hill, 15 feet above the surface of the ground, or 828 feet above the sea, in the latter part of September, and early part of October, 1841, the light from it was distinctly seen with the naked eye, at night, when the weather was clear, from Blue Hill, whose summit, where crossed by the meridian line, is 1071 feet above the sea; the intervening country averaging about 500 feet above the sea, and the stations being 36 miles apart.

The light appeared to the naked eye, at that distance, as bright and of about the same magnitude as the planet Venus. Viewed through the transit telescope of 43 inches focal length, it presented a luminous disc, of about 30 seconds of arc in diameter. From its brilliancy at that distance, Major G. has no doubt that it would have been visible to the naked eye at 50 miles, and through the telescope at 100 miles, could stations free from interposing objects have been found so far apart.

It was remarked, that the wick employed by Major G. was considerably smaller than that usually made, even for parlor lamps; and to this cause he attributed, in a great measure, the perfection with which the parallel rays were transmitted from the reflecting parabolic surface, so as to make them visible at so great a distance. Though a greater quantity of light is generated by a larger wick, the portion of rays reflected in a direction parallel to the axis, and which alone come to the eye, is smaller as the flame transcends the focal limit. The size of wick most advantageous for use, may easily be determined by experiment. Major G.'s impression is, that the smaller its transverse section, provided it is only large enough to escape being choked up by the charred particles, even one-third, or perhaps one-fourth of an inch, the farther the light would be visible.

It has ocurred to Major G. that lanterns of this description might be used with great advantage as station marks, in extensive trigonometrical surveys requiring primary triangles of great length of sides. A revolving motion might be given to the lanterns, so as to make the light transmitted from them visible from many different stations within short intervals of time. Their simplicity, and the ease with which they are managed, would perhaps give them, for such purposes, a great advantage over the Drummond or Bude lights, even though they be not so brilliant as the latter.

The heliotrope, which he employed in the day time, was made by order of Mr. Hassler, at the instrument shop of the coast survey office. It was a rectangular parallelogram of good German plate glass, $1\frac{4}{5}$ by $1\frac{1}{5}$ inch in size, giving an area of reflecting surface of $2\frac{16}{100}$ square inches. This also was seen distinctly with the naked eye at the distance of thirty-six miles.

MILITIA OF THE UNITED STATES.—From a report forwarded to the Senate by the Secretary of War, transmitting an abstract of the returns of the Militia in the several States and Territories, the following is compiled:

	Infantry.	Cav'ry.	Art'y.	Rifl'n:	Ag'gate.
Maine,	39,256	1,456	2,028	1,925	44,665
N. Hamp.	26,898	838	1,953	—	29,689
Mass.	84,031	207	1,539	834	86,611
Vermont,	20,154	590	826	2,345	23,915
R. Island,	14,246	45	665	—	14,956
Con'ct.	41,422	1,192	2,303	2,076	46,993
N. York,	164,291	3,510	7,062	6,024	180,887
N. Jersey,	33,664	1,754	1,925	1,828	39,171
Penn.	225,153	5,099	3,657	13,621	247,530
Delaware,	8,232	266	188	543	9,229
Maryland,	41,952	2,594	1,640	678	46,864
Virginia,	103,480	8,683	4,569	—	116,732
N. Car'a.	65,069	528	—	714	66,311
S Car'a.	47,142	2,663	943	2,007	52,755
Georgia,	56,426	886	—	—	57,312
Alabama,	43,604	583	—	145	44,332
Louisiana,	13,034	156	774	844	14,808
Miss.	810	15	—	—	36,084
Tenn.	71,252	—	—	—	71,252
Ken'ty.	81,817	2,124	516	1,058	85,515
Ohio,	—	—	—	—	180,258
Indiana,	48,732	1,787	680	2,714	53,913
Illinois,	856	12	—	33	83,234
Missouri,	59,689	—	—	—	59,689
Arkansas,	1,885	143	—	—	2,028
Mich'n.	47,050	—	—	—	47,050
Florida,	827	—	—	—	827
Wisconsin,	5,223	—	—	—	5,223
Iowa,	No return				
Dis. Col.	1,188	—	—	36	1,249
	1,347,383	35,131	31,968	37,425	1,749,082

WASHINGTON.

THURSDAY, FEBRUARY 15, 1844.

YEAS AND NAYS

Upon the nomination of DAVID HENSHAW to be Secretary of the Navy:

YEAS—Messrs. Colquitt,' Fulton, Haywood, King, Semple, Sevier, Walker, Woodbury—8.

NAYS—Messrs. Allen, Archer, Atchison, Bagby, Barrow, Bates, Bayard, Benton, Berrien, Breese, Buchanan, Clayton, Crittenden, Dayton, Evans, Foster, Hannegan, Henderson, Huger, Huntingdon, Jarnagin, McDuffie, Mangum, Merrick, Morehead, Pearce, Porter, Rives, Tallmadge, Tappan, Upham, White, Woodbridge, Wright—34.

Upon the nomination of JAMES M. PORTER to be Secretary of War:

YEAS—Messrs. Haywood, Porter, Tallmadge—3.

NAYS—Messrs. Allen, Archer, Atchison, Atherton, Bagby, Barrow, Bates, Bayard, Benton, Berrien, Breese, Buchanan, Clayton, Crittenden, Dayton, Evans, Fairfield, Foster, Fulton, Henderson, Huger, Huntingdon, Jarnagin, King, McDuffie, Mangum, Merrick, Morehead, Pearce, Rives, Semple, Sevier, Sturgeon, Tappan, Upham, Woodbridge, Woodbury, Wright—38.

NAVAL GENERAL COURT MARTIAL.

The following are the members of the Naval General Court Martial, held on board the U. S. ship Pennsylvania, for the trial of Passed Midshipman and Acting Master Charles Deas, and such others as may be brought before it, which began its sessions on Monday, Feb. 5, 1844.

Commodore S. C. Cassin, President.

Capt. Chas. Skinner, Com'r Wm. M. Armstrong, Com'r Robt. B. Cunningham, Com'r Henry Bruce, Lt. Wm. Green, Lt. Amasa Payne.

Jas. Hoban, Esq., of Washington, Judge Advocate.

The Court have despatched the business at present before them, and are now waiting orders from the Department.—*Norfolk Beacon.*

REVENUE CUTTER HAMILTON.—The U. S. revenue cutter Hamilton, Capt. Sturgis, put into the outer roads, Cape Ann, on the 28th instant, in order to get rid of the ice with which her hull and rigging were lumbered. A gentleman from a cruise below, states that fields of floating ice are every where to be seen between the capes and the islands at the entrance of this harbor and along the shore. He also informs us that Capt. Sturgis, on the 27th instant, put three men on board the barque Tennessee, Winslow, from New Orleans for Boston, to assist in working her to town; cut the barque Ida, Hallett, from Boston for Baltimore, out of the ice, got her off shore and under way in the narrows; cut the schooner Splendid, Howes, from Boston for New York, out of the ice in the narrows, and got her under way; and on the 28th, spoke barque Rochelle, Perkins from New Orleans for Boston, off Boston light—wanted no assistance; crew being all well.—*Boston Post.*

FUNERAL OF COMMODORE PORTER.

The solemn and impressive spectacle of a public Funeral procession, in honor of the late Commodore Porter, took place on the 3d inst., and the occasion was marked by large gatherings of people along the line of route over which the procession passed, who by their general silence and serious deportment, seemed to join in the spirit of the hour, and pay respect to him who was being borne to his final resting place.

About noon the long array of Military composing the Second Brigade, under the command of Colonel Goodwin, formed in front of the Navy Yard, and about one o'clock the coffin, wrapped in the American Jack, over which a craped American Flag was thrown, was borne out by sailors, and carried slowly along the line, the Military presenting arms as they passed, and the bands pealing forth sweet and solemn music. Behind it followed an aged sailor, said to have been the Boatswain of the Essex, who bore a staff from which fluttered the American Jack, and after him came the Naval Pensioners, the Sailors, the officers of the Army, Navy, Marine Corps, and Militia. Commodore Read, walked at the head of the Captains of the Navy, the Clergy were marshalled in front of the Hearse, and the pall of the coffin was borne by

Brig. Gen. Hubbell,	Brig. Gen. Cadwalader.
Com. J. D. Elliott,	Com. J. Biddle.
Com. Barron,	Maj. Gen. Patterson.

The guard of honor detailed to escort the body, was composed of a dismounted detachment of the First County Troop of Cavalry, Captain Betton.

The line having been formed, the procession moved off in the order laid down in the published orders, the Military escort being composed of the following Companies:

The Mechanic Rifle, Independent Rifles, German Yagers, Marion Rifle, First and Second companies of German Washington Guard, with band, City Guards, State Fencibles and band, National Grays, Philadelphia Cadets, Monroe Guards, and Jackson Artillerists, with a field piece.

In reversed order, the cortege moved slowly on to St. Stephen's (Episcopal) Church, in Tenth above Chesnut street; on arriving at which, the military again formed in line, and saluted the coffin as it was borne into the Church by the sailors.

The Church had previously been opened to the public, and the galleries were thronged with people. The lower floor was soon filled by the cortege, and the funeral service was read in a solemn and impressive manner by the Rector, Rev. Dr. Ducachet.

At the close of the service, the body was again taken up and borne into the yard adjoining, where it was deposited in a temporary vault, from which it will shortly be removed to its permanent resting place, at the Naval Asylum.

The solemn services were fitly brought to a close by the firing of volleys of musketry over the grave, a duty well performed by the Jackson Artillerists and Monroe Guards, who were detailed for that purpose.

An immense number of people were congregated

in the vicinity of the Church and along the street but every thing passed off in quietness and with decorum.

Since the above was written we have understood that the remains of Commodore Porter were removed to the Naval Asylum about six o'clock on Saturday evening. The vault at that place has been ready for some time.—*Philadelphia Gazette.*

Destruction of Lives and Property at Sea, for the Year 1843.—The principal part of these were wrecked on our coast, to which may be added a number of which we have no account, except they were passed at sea, and their melancholy story remains untold. The following are the classes of vessels lost:—

Ships	41
Barques	34
Brigs	88
Schooners	126
Sloops	12
Steamers	3
Total	304

Of the above, there were of English vessels, viz: ships, 11; barques, 11; brigs, 27; schooners, 9; steamers, 3. Total, 61.

To the above we are pained to add that 642 lives have been lost. Ten vessels have been reported as missing, whose crews, it is to be feared, have all perished.—*Sailor's Magazine.*

LATTICE PEEPING.

BY LIEUT. G. W. PATTEN, U. S. A.

Butterfly! butterfly! minion of light!
Floating like gossamer fast from my sight!
Tell me, come whisper, e'er farther you rove,
Have you met as you journey'd the smile of my love!
"Wherever thy mistress, she stood not, I ween,
This morn as I passed at the lattice of green;
For I peep'd at each crevice, but naught could I see,
Save the fair mignonette and the sweet scented pea."

Humming-bird! humming-bird! gentlest of wing!
Sipping the sweets from each delicate thing!
Say, ere you sail to your nest in the grove,
Have you heard at the lattice the voice of my love?
"That I've peep'd at each casement the morning breeze knows,
For it bow'd to my kisses the tulip and rose;
But nought have I heard at the porch of thy fair,
Save the buzz of the bee as he whizz'd through the air."

Butterfly, butterfly, fading in blue!
Humming-bird, humming-bird, sipping the dew!
Bring ye no word of my mistress to-day?
Swift o'er the hill to her cottage, away!
There, where the pœny and prince's red plume
'Neath her soft culture have blushed into bloom,
Hover around her and flutter above,
'Till you catch through the lattice a peep of my love.

Proceedings in Congress.

SENATE.

Thursday, February 8, 1844.

Mr. Sevier submitted the following resolution; which lies one day on the table:

Resolved, That the Secretary of War be directed to furnish the Senate with all correspondence on file in his office, or on file in the office of the Commander-in-Chief of the army, upon the subject of a selection of the site for Fort Wayne, on the frontiers of Arkansas; and also to inform the Senate if the building of a fort was commenced upon said site, and with the reasons had for abandoning the erection of Fort Wayne at the point aforesaid; and also that he further inform the Senate whether it is in contemplation to place any more troops upon the frontiers of Arkansas, for the safety and proper protection of the people of that State.

Mr. Sevier presented a petition from a number of persons residing in Benton county, Arkansas, praying for the establishment of a military post at or near Fort Wayne, to protect the inhabitants from Indian depredations. Referred to the Committee on Military Affairs.

Friday, February 9.

The President *pro tem.* laid before the Senate a communication from the War Department, in reply to the resolution of the Senate concerning the erection of Fort Wayne on the site heretofore selected for that purpose, on the Arkansasfr ontier. Ordered to lie on the table.

Also, a message from the President of the United States, transmitting a report from the Secretary of the Navy, in compliance with a resolution of the Senate of January 21, showing what would be the additional cost of employing the home squadron in cruising between the port of New Orleans and the island of Cuba, &c., &c. Ordered to lie on the table.

Monday, February 12.

The President *pro tem.* laid before the Senate a communication from the President of the United States, transmitting a report made to the Navy Department by Captain Stockton, relative to the vessel of war Princeton, which was constructed under his supervision, and recommending to Congress the adoption of a similar plan in the construction of other vessels of war. Referred to the Committee on Naval Affairs.

Wednesday, February 14.

Mr. Bayard presented a memorial from John H. Pœbling, civil engineer, in favor of the substitution of wire rope in the place of hemp rope for the standing rigging of vessels of war. Referred to the Committtee on Naval Affairs.

Mr. Buchanan presented a memorial from citizens of the city and county of Philadelphia asking for an appropriation for the construction of a dry dock at the port of Philadelphia. Referred to the Committee on Naval Affairs.

HYDROGRAPHICAL OFFICE.

WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, DECEMBER 30, 1843.

DAYS.		Barometer.	THERMOMETERS. Attach.	Sun.	Rad.	Shade.	W. Bulb.	Dew Point.	WEATHER.	Portion cloudy.	WIND.	Force.	Rain, inches.
Monday,	3 A. M.	30.106	64.5°	40°	41°	43.5°	42°	40°	Hazy.	.5	South.	Calm.	
Do.	3 P. M.	30.216	69	42	44	45	45	43	Cirrus.	1.	S. E.	Light.	
Tuesday,	3 A. M.	30.248	69	37	39	45	43	Rain.	Rain.	1.		Calm.	0.60
Do.	3 P. M.	30.062	66.5	39.5	41	44	42	"	"	1.	N. W.	Mod.	
Wednesday,	3 A. M.	29.992	72.5	37	39	42	40	"	"	1.	"	"	
Do.	3 P. M.	30.044	70	65	53	53	49	"	Cumulus.	.9	"	Calm.	0.03
Thursday,	3 A. M.	30.018	71	35	37	41	39	"	"	.9			
Do.	3 P. M.	29.804	69	46	45	47	43	"	Nimbus.	.8			
Friday,	3 A. M.	29.892	57.5	34	34	37	33.5	"	"	.3	North.	Fresh.	
Do.	3 P. M.	30.032	61.5	37	35	37	33	"	Cumulus.	.6	N. W.	"	
Saturday,	3 A. M.	30.064	67	26	36	32	29	"	"	.6	"	"	
Do.	3 P. M.	30.004	77	64	49	38.5	33	"	Clear.		"	Mod.	

Maximum variation of the needle, at 19 hours, December 24, 1° 36′ 37″ 80.
Minimum, " " at 14 " 1° 27′ 23″ 80.
Mean variation for the week, - - - - 1° 30′ 56″ 80.

HYDROGRAPHICAL OFFICE.

WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, JANUARY 6, 1844.

DAYS.		Barometer.	THERMOMETERS. Attach.	Sun.	Rad.	Shade.	W. Bulb.	Dew Point.	WEATHER.	Portion cloudy.	WIND.	Force.	Rain inches.
Monday,	3 A. M.	30.162	57°	22°	23°	31°	32°		Clear.		Calm.	Mod.	
Do.	3 P. M.	30.200	67	68	49·5	43.5	39		"		N. W.		
Tuesday,	3 A. M.	30.280	69	22	24	29.5	27		Cumulus.	.3	Calm.	Airs.	0.25
Do.	3 P. M.	30.148	72	36	35	39	36.5		Rain.	1.0	South.		
Wednesday,	3 A. M.	29.978	69	33	33	35	34		Rain.	1.0	Calm.		
Do.	3 P. M.	29.692	72.5	45	43	43.5	40		Cumulus.	.8	N. W.	Mod.	0.43
Thursday,	3 A. M.	29 832	67	31	31	33.5	32		Cirrus.	.9	N. W.	Fresh.	
Do.	3 P. M.	29.926	66	33	37	37	32		Cumulus.	.8	West.	Fresh.	
Friday,	3 A. M.	30.146	72	26	28	31	27.5		Clear.		West.	Fresh.	
Do.	3 P. M.	30.286	65.5	58	35	36	32		Clear.		West.	Mod.	
Saturday,	3 A. M.	30.368	67	15	17	25.5	23		Clear.		Calm.		
Do.	3 P. M.	30.368	69	51	41	39	35		Cirrus.	.3	S. E.	Light.	

Maximum variation of the needle, 1° 34′ 10″ 8.
Minimum, " " 1° 24′ 24″ 8.
Mean variation for the week, - 1° 30′ 34″ 4.

ARMY.

1st Artillery.—Lieut. W. H. French has been relieved from duty with Major Graham, and Lieut. J. L. Donaldson ordered in his stead—to report to Major G. in person at Washington.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

Packet schooner *Phenix*, bound to Chagres, put in at Kingston, (Ja.,) for water, on the 4th ult.

Steamer *Princeton*, Captain Stockton, arrived at this city on Monday evening.

Home Squadron.—Brig *Bainbridge*, Commander Mattison, arrived at Vera Cruz on the 9th ult., from a cruise, and would sail next day for Pensacola.

Schooner *Flirt* at Galveston the 17th ult.

Sloop-of-war *Vincennes* at Sacrificios the 5th ult.

Brig *Lawrence* arrived at Pensacola on the 25th ult., last from Santa Martha.

Brazil Squadron.—Ship-of-the-line *Columbus*, frigate *Columbia*, and schooner *Enterprise* were at Buenos Ayres November 30; all well.

Marriages.

At Camden, N. J., on the 8th instant, CHARLES D. MAXWELL, Passed Assistant Surgeon in the U. S. Navy, to MIRIAM KAY, daughter of the late Evan Clement, Esq., and adopted daughter of the late Dr. Samuel Harris, of the above place.

On the 8th instant, at the Briars, residence of Dr. Robert P. Page, Clark county, Virginia, Passed Midshipman J. M. WAINWRIGHT, United States Navy, to Maria, eldest daughter of Dr. Page.

Deaths.

On Monday the 22d of January, at her residence in Leesburg, in the 28th year of her age, Mrs. Marian Steward Rhodes, wife of Lieutenant H. H. Rhodes, of the U. S. Navy.

In New York, on Friday, January 26th, aged 24 years, Emma Morris, eldest daughter of the late Capt. Wm. E. Morris, U. S. A.

At Philadelphia, on the 10th instant, Lieutenant JOHN FRELINGHUYSEN MERCER, United States Navy, aged 32 years.

At her estate near St. Louis, Mo., on the 15th November, at the advanced age of eighty years, Mrs. Bissel, widow of General Bissel, of the U. S. Army.

Jan. ARRIVALS AT WASHINGTON.

Col. T. Cross, Staff, Franklin Row.
Capt. W. P. Bainbridge, 4th art'y, Holmead's.
Lieut. P. Calhoun, rifles, Hope Club.

10—Paymaster A. D. Steuart, Mrs. Steuart's.
Capt. W. G. Williams, top. eng'r, Georgetown.
Lieut. J. W. Abert, do. Col. Abert's.

19—Capt. G. D. Ramsay, ord., Major Turnbull's.

20—Lieut. George Thom, top. eng'rs. Hope Club.

22—Paymaster P. Muhlenburg, Fuller's.

31—Lieut. R. E. Cochrane, 4th inf'y, Gadsby's.

Feb.

5—Lieut. J. P. Johnstone, do. Fuller's.

7—Lieut. J. F. Gilmer, Eng'r Corps, Gadsby's.
Brig. Gen. W. J. Worth, Fuller's.
Lieut. J. E. Blake, Top. Eng'rs, Fuller's.
Major L. Thomas, A. A. G., Georgetown.
Capt. G. G. Waggaman, Com. Sub., Hope Club

8—Lieut. J. L. Donaldson, 1st Art'y, Gadsby's.
Capt. R. Anderson, 3d Art'y, Fuller's.